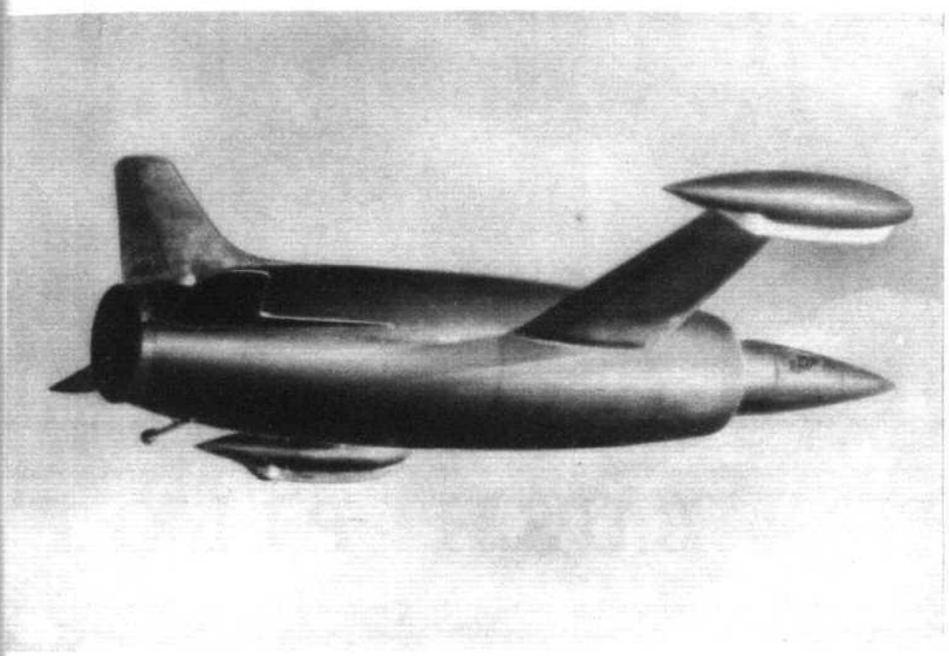
AIRCRAFT INTELLIGENCE



A recent flight view of the Leduc O.21 ramjet aircraft. A note appears on this page.

U.S.A.

Hughes XH-17. After being two years grounded the great Hughes XH-17 single-rotor helicopter has taken the air once again. The U.S.A.F. has approved further testing of an anti-vibration measure, and it is reported that the craft has hovered for several minutes at about 25ft.

Jacobs Helicopters. Formerly known as makers of radial air-cooled engines, the Jacobs Aircraft Engine Co. is now engaged on helicopter development, and is reported to have negotiated for the building of Napier Oryx gas producers (and possibly larger derivatives) under licence. The Model 104, at present under development, has a Jacobs R-755-EH piston engine of 350 h.p.

Grumman S2F Transport. Now imminent are test flights with the first transport version of the Grumman S2F twin-engined anti-submarine aircraft. This model will be quickly convertible to carry either eight passengers or more than 1,600 lb of freight, and will replace the TBF Avenger torpedo bombers now used on the "codfish" airline, which maintains communications between aircraft carriers at sea and shore bases.

France

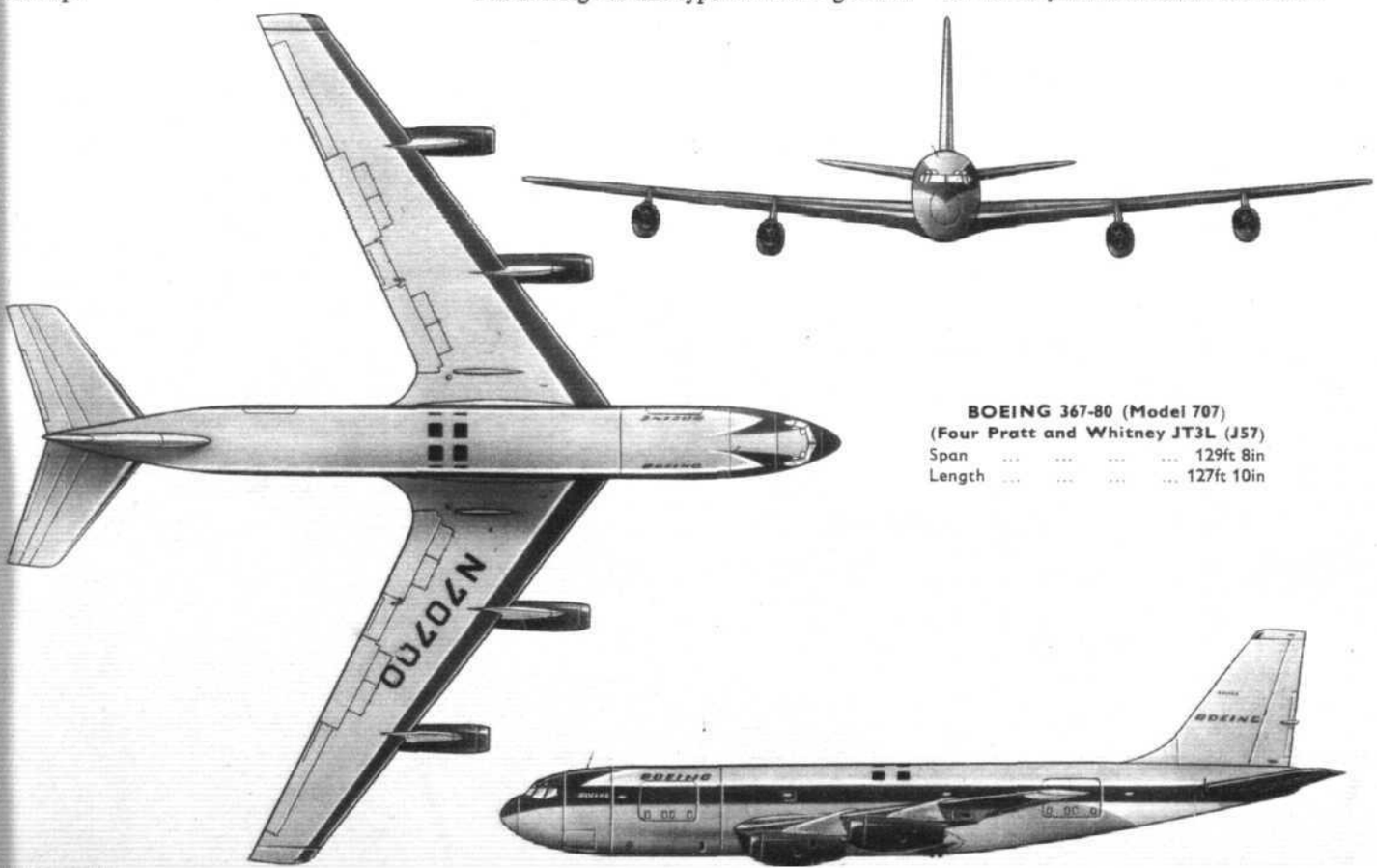
Leduc Developments. The French designer Leduc has announced that the first of his two prototype O.22 ramjet aircraft will be flying during the early summer. The fuselage of this type will be longer and more cylindrical than that of the O.21, illustrated on this page, and the ramjet will develop a thrust of about 60 metric tons. It is hoped that this will enable the aircraft to maintain a constant Mach number during any evolution, but additionally there will be a S.N.E.C.M.A. Atar turbojet mounted in the middle of the body "to ensure take-off." The wings will be swept back and will carry fuel tanks at the tips, the total fuel weight being 30 per cent of the all-up figure. The design Mach number of 2 should be maintained on the climb. According to M. Leduc, the most modern type of bomber, flying at 49,000ft, could be intercepted in less than three minutes—this time including the start-up and ground-run periods.

S.O.1221 Djinn. Some impressive Alpine flights have been made by this little helicopter. Carrying two persons, trips were made between Mount Geneva and the summit of Mount Chaberton, which is over 9,800ft high. Under official observations the Djinn took off easily under standard conditions with a total load exceeding 1,540 lb, which means that it is able to carry more than 125 per cent of its own weight.

Breguet 901. This world-champion sailplane has now been ordered into series production. Sixty machines will be produced for French users, and numerous improvements will be incorporated, not only to increase efficiency, but to lower the price. Plastics will be used for certain components. A small number of additional 901s will be built for export and should find a ready market.

Italy

North American F-86K. April is the scheduled month for completion of the first Fiat-built North American F-86K Sabre single-seat all-weather fighter. Additionally, a "substantial number" of F-86Ks are being built for NATO countries at the Inglewood factory of North American Aviation Inc. Of these, 56 are destined for the Royal Netherlands Air Force.



BOEING 367-80 (Model 707)
(Four Pratt and Whitney JT3L (J57)

Span	129ft 8in
Length	127ft 10in